

Report of Survey for Repairs, &c., of Engines and Boilers.

TUES. APR 28 1896

(Received at London Office)

Date of writing Report 24/4/96 When handed in at Local Office 25/4/96 Port of London.
No. in Reg. Book 136 Survey held at London Date, First Survey and Last Survey 24 April 1896
on the Machinery of the Wood, Iron or Steel S.S. "Malvern" Master Hyde.
Tonnage { Gross 2443 Net 1628 Vessel built at W. H. Pool By whom W. Gray & Co When 1890 6
Registered Horse Power 250 Engines made at a When 90 Boilers, when made (Main) 90 (Donkey) 90
No. of Main Boilers 2 Owners Galbraith & Co Port London Voyage Cardiff
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock In Millwall Dock
in Donkey Boilers 80 lb

Last Survey No. Port Particulars of Examination and Repairs (if any) while in dry dock + 100 A. 12.95 + Lue. 6.95
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned and expired. Machinery and Boiler Surveys (including date of N.B., if any).
S.S. Lub. 1.95

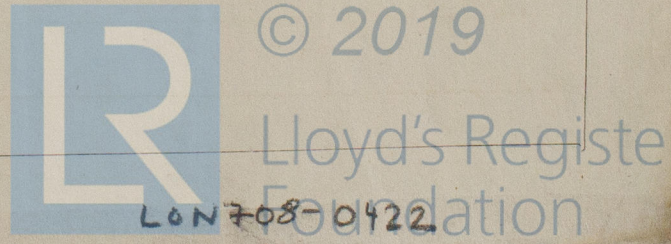
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
Did the Surveyor examine the Safety Valves of the Main Boiler?
At what pressure were they afterwards adjusted under steam?
Did the Surveyor examine the Safety Valves of Donkey Boiler?
To what pressure were they afterwards adjusted?
Has the propeller shaft been drawn and examined at this time?
If the Survey is not complete state what arrangements have been made for its completion?
Boilers not under survey.
Now done: Propeller Stern-bush and all outside fastenings of sea connections examined and found to be in satisfactory condition.

General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L. M.C. 9,95, 140 lb. F.D., &c.)
The machinery of this vessel so far as now seen is in good order and in my opinion, eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : : Received by me,
Travelling Expenses (if chargeable) £ : : 18
*State if Certificate is required
Committee's Minute as now
Assigned

TUES. MAY 5 1896

D. Ritchie.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16.—17.9.95.—Transfer Ink.
The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Rms.
1.5.96.
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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